# Data dictionary

**1.) All information is contained in the Shapefile – Street-level Crime Data for Badarawa-Malali.shp**

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|  | **Variable** | **Format** | **Description** |
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| 1. | Index | String | The unique identification code for a street segment. It is a six-digit string with the first leading character annotated as ‘S’. The remaining five characters are auto-numbers (e.g. ‘…00001, …00002, …00003). |
| 2. | Restype | String | Street segment classified as “Residential area” or “Unavailable or outside study area” |
| 3. | burglry | Integer | Aggregated measure of the overall number of reported burglaries on a street segment. |
| 4. | theft | Integer | Aggregated measure of the overall number of reported theft on a street segment. |
| 5. | nmspls | Integer | Aggregated measure of the overall number of households to have been sampled on a street segment. |
| 6. | dnmntrs | Integer | Standard reference population. The overall number of households identified on a street segment. |
| 7. | lgdnmnt | Real | Log-transformed of “dnmntrs” |
| 8. | distanc | Real | Length of a street segment measured in meters |
| 9. | cnnctvt | Integer | Street accessibility measure for the number of streets, or roads connected to a street segment. |
| 10. | choiceq | Categorical | Street accessibility measure the quantifies a through-movement potential of a street segment. This indicator was normalised and categorised as quartiles whereby the street segment with the highest quartile has the greatest through-movement potential. |
| 11. | integq | Categorical | Street accessibility measure the quantifies the destination potential of a street segment. This indicator was normalised and categorised as quartiles whereby the street segment with the highest quartile has the greatest destination potential. |
| 12. | busnssq | Categorical | Environmental indicator showing the levels of business activities of a street segment. It was computed as z-scores using the street-level prevalence of the following information: 1.) the number of shops (i.e. the number of shops owned and attached to property of household head), 2.) kiosks (i.e. the number of kiosks, a non-permanent structure, owned and inside or in-front of household head’s property), 3.) in-door trading (i.e. number of petty trading activities within owner’s home) and 4.) outdoor trading (i.e. number of petty trading activities in-front of owner’s home) owned by residential households on a street. The z-scores were ranked and then categorised using quintiles whereby street segments with the highest quintile have the greatest levels of business activities. |
| 13. | sccnmcq | Categorical | Environmental indicator showing the levels of socioeconomic status of a street segment. It was computed as z-scores using the street-level prevalence of the following information: 1.) property ownership, 2.) non-overcrowded households (i.e. single person or single family), 3.) developed properties (i.e. properties made out of concrete built on paved roads), 4.) properties with drive-in facilities (i.e. gated home with private car parking garages) and 5.) adult employment. The z-scores were ranked and then categorised using quintiles whereby street segments with the highest quintile have the greatest socioeconomic status (i.e. wealth) levels. |
| 14. | predburg | Continuous | Predicted number of burglaries for a street segment. These estimates were derived from the negative binomial regression model which takes into account the effects of street accessibility measurements (i.e. choice, connectivity and integration), business activities and socioeconomic status. |